Attachment IV

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INTERCONNECTION

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Section 1. ~~*Local*~~ *Network Interconnection Methods and* ***Interconnection Trunking Arrangements.***

~~1.1 The Parties shall terminate Local Traffic and intraLATA/interLATA toll traffic originating on each other's networks as follows:~~

~~1.1.1 Initially, the Parties shall make available to each other two-way trunks to be used one way, for the reciprocal exchange of combined Local Traffic, non-equal access intraLATA toll traffic, and local transit traffic to other LECs. In quarterly joint planning meetings pursuant to Section 8.3, where mutually agreed, the Parties may combine these trunk groups on a single shared two-way trunk group.~~

1.1 Network Interconnection Methods

1.1.1 Upon request by MCIm, Bell Atlantic shall provide Interconnection for the facilities and equipment of MCIm with Bell Atlantic's network for the transmission and routing of Telephone Exchange Service and Exchange Access at any Technically Feasible point within Bell Atlantic's network. The Interconnection must be at least equal in quality to that provided by Bell Atlantic to itself, any Bell Atlantic subsidiary, Bell Atlantic Affiliate, or any third party to which Bell Atlantic provides Interconnection. Bell Atlantic shall provide Interconnection on rates, terms and conditions that are just, reasonable and nondiscriminatory in accordance with the terms and conditions of this Agreement and the requirements of the Act.

1.1.2 Bell Atlantic shall provide Interconnection at any Technically Feasible point, by any Technically Feasible means, including, but not limited to, a Fiber Meet, at one or more locations in each LATA in which MCIm originates local, intraLATA toll or Meet Point Switched Access traffic and interconnects with Bell Atlantic.

1.1.3 If MCIm determines to establish new or change existing Interconnection arrangements with Bell Atlantic, it will provide written notice of the need to establish or change such Interconnection with Bell Atlantic.

1.1.3.1 MCIm will designate the point or points of Interconnection and determine the method or methods by which the Parties interconnect.

1.1.3.2 MCIm will determine the appropriate sizing for Interconnection facilities based on mutual forecasts.

1.1.3.3 MCIm will designate Facility Hand Off Points demarcating the Parties' networks for purposes of maintenance and provisioning. Bell Atlantic will be responsible for engineering and maintaining its network on its side of the Facility Hand Off Point. MCIm will be responsible for engineering and maintaining its network on its side of the Facility Hand Off Point. "Facility Hand Off Point" describes the physical point of Interconnection that establishes the technical interface, test point and operational responsibility hand off between the Parties for the local Interconnection of their networks.

1.1.3.4 MCIm will designate all Billing Points of Interconnection for purposes of determining compensation for call termination. The Facility Hand Off Points and Billing Points of Interconnection may be different.

1.1.3.5 MCIm will provide a date by which Interconnection with respect to a specific point or points of Interconnection must be complete ("Interconnection Activation Date").

1.1.4 Bell Atlantic shall respond to MCIm's request for Interconnection within ten business days after the date of the request.

1.1.4.1 Bell Atlantic shall acknowledge in writing its receipt of MCIm's request for Interconnection.

1.1.4.2 Bell Atlantic shall provide any information available to it regarding adverse environmental or other conditions involving a point of Interconnection or the Interconnection route or location including, but not limited to, the existence and condition of asbestos, lead paint, radon, or other hazardous substance contamination. Information is considered "available" if it is in Bell Atlantic's possession, or the possession of a current or former agent, contractor, employee, Affiliate, lessor, or tenant of Bell Atlantic.

1.1.4.3 Bell Atlantic shall allow MCIm to perform any site investigations, including, but not limited to, asbestos surveys, which MCIm may deem to be necessary in support of its interconnection needs.

1.1.4.4 If Interconnection is complicated by the presence of environmental contamination or other conditions and an alternative route is available, Bell Atlantic shall make the alternative route available for MCIm's consideration.

1.1.5 Fiber Meet

1.1.5.1 Fiber Meet is the preferred network Interconnection method of the Parties. Where the Parties interconnect their networks pursuant to a Fiber Meet, the Parties shall jointly engineer and operate the Interconnection as a single SONET transmission system for the transmission and routing of Telephone Exchange Service and Exchange Access.

1.1.5.2 The Parties agree to establish technical interface specifications for Fiber Meet arrangements that permit the successful Interconnection and completion of traffic routed over the facilities that interconnect at the Fiber Meet. Each Party is responsible for designing, provisioning, ownership, and maintenance of all equipment and facilities on its side of the Fiber Meet. The technical specifications will be designed so that each Party may, as far as is Technically Feasible, independently select the transmission, multiplexing, and fiber terminating equipment to be used on its side of the Fiber Meet. The Parties will work cooperatively to achieve equipment compatibility. Requirements for the Interconnection specifications will be defined in joint engineering planning sessions between the Parties. MCIm shall document the specifications as they are developed and distribute them to Bell Atlantic. The Parties will use good faith efforts to develop and agree on these specifications within 30 days after the determination by the Parties that the specifications will be implemented, and in any case, prior to the establishment of any Fiber Meet arrangements between them. If the Parties cannot agree on the specifications, the Parties shall implement MCIm's specifications, unless Bell Atlantic can prove that such specifications are not Technically Feasible, in which case the Parties shall implement any other Technically Feasible specifications selected by MCIm. Specifications are presumed to be Technically Feasible if Bell Atlantic or any other ILEC has previously implemented the same specifications.

1.1.5.2.1 Unless otherwise specified by MCIm, the minimum data rate hand off of the SONET transmission system must be at OC-48 or higher. Unless otherwise requested by MCIm, the Parties shall turn the Data Communication Channel ("DCC") of the SONET signal containing alarm, surveillance, and performance information to off.

1.1.5.2.2 Bell Atlantic shall, wholly at its own expense, procure, install, and maintain the specified Fiber Optic Terminal ("FOT") equipment in each Bell Atlantic Wire Center where the Parties establish a Fiber Meet. The FOT must have capacity sufficient to provision and maintain all logical trunk groups in accordance with the requirements of this Attachment IV.

1.1.5.2.3 MCIm shall, wholly at its own expense, procure, install and maintain the specified FOT equipment in each MCIm Wire Center where the Parties establish a Fiber Meet. The FOT must have capacity sufficient to provision and maintain all logical trunk groups in accordance with the requirements of this Attachment IV.

1.1.5.2.4 MCIm shall designate a manhole or other suitable entry way located outside Bell Atlantic's Wire Center as a Fiber Meet Facility Hand Off Point and shall make all necessary preparations to receive and to allow and enable MCIm to deliver fiber optic facilities into that manhole, providing sufficient spare length of Optical Fire Resistant (OFR) cable to reach the FOT equipment in Bell Atlantic's Wire Center. MCIm shall deliver and maintain such strands wholly at its own expense. Bell Atlantic shall take the fiber from the manhole and terminate it inside Bell Atlantic's Wire Center in the FOT equipment at Bell Atlantic's expense.

1.1.5.2.5 MCIm shall designate a manhole or other suitable entry way outside MCIm's Wire Center as a Fiber Meet Facility Hand Off Point and shall make all necessary preparations to receive and to allow and enable Bell Atlantic to deliver fiber optic facilities into that manhole, providing sufficient spare length of OFR cable to reach the FOT equipment in MCIm's Wire Center. Bell Atlantic shall deliver and maintain such strands wholly at its own expense. MCIm shall take the fiber from the manhole and terminate it inside MCIm's Wire Center in the FOT equipment at MCIm's expense.

1.1.5.2.6 Alternatively, MCIm may designate a common Facility Hand Off Point between the Parties' networks. Both Parties shall deliver their fiber optic facilities into that common Facility Hand Off Point, providing sufficient spare length of OFR cable to enable a SEICOR closure. Each Party shall be responsible for the delivery and maintenance of facilities on its side of the common Facility Hand Off Point at its own expense.

1.1.5.2.7 Each Party shall use its best efforts and cooperate with the other to ensure that fiber received from the other Party will enter the Party's Wire Center through a Facility Hand Off Point separate from that from which the Party's own fiber exited. Both Parties shall research the fiber routes to ensure diversity and report to the other in writing the location and distance of fiber running in close proximity.

1.1.5.2.8 Subject to the security requirements specified in this Agreement, each Party shall allow the other access to the Fiber Meet entry points for maintenance purposes upon oral request.

1.1.6 Sizing and Structure of Interconnection Facilities

1.1.6.1 The Parties shall work cooperatively to install and maintain efficient and reliable Interconnection arrangements.

1.1.6.2 The Interconnection facilities provided by each Party will be formatted in accordance with Section 4 of this Attachment IV.

1.1.6.3 The capacity of Interconnection facilities provided by each Party will be based on mutual forecasts and sound engineering practice, as agreed by the Parties during planning and forecasting meetings. MCIm will determine the appropriate sizing for facilities based on these standards.

1.1.6.4 The Parties shall work cooperatively to ensure the adequacy of Interconnection facilities. The Parties shall augment existing facilities when the overall system facility is at fifty percent (50%) of capacity, or as otherwise agreed. Facilities will be augmented to ensure adequate facility capacity for at least two years of forecasted traffic.

1.1.6.5 The Parties shall complete the construction of relief facilities within two months of the identification of the need to augment existing facilities, or sooner, if facilities exhaust is imminent.

1.1.6.6 Except in those cases where a Party may lease Interconnection facilities from the other, there will be no compensation between the Parties for use of the Interconnection facilities.

1.2 **Interconnection Trunking Arrangements.**

1.2.1 The Parties will establish trunk groups to exchange local, intraLATA toll, and transit traffic (referred to in this Attachment IV as "Local Interconnection Trunk Groups").

~~1.1.2 Bell Atlantic shall make available to MCIm a two-way trunk group, to Bell Atlantic's appropriate access tandem(s), to be used two-way, for the exchange of equal access traffic between MCIm and purchasers of Bell Atlantic's switched Exchange Access Services.~~

1.2.2 The Parties will establish other Interconnection trunk groups as may be required for the exchange of other traffic, including but not limited to Meet Point, 911, Operator Services, and Directory Assistance.

~~1.1.3 The Parties shall make available to each other trunks to connect the originating Party's Switch to the appropriate E911 tandem of the other Party, or to connect the originating Party's Switch to the appropriate 911 PSAP.~~

1.2.3 Either Party may order and establish Interconnection trunk groups in addition to the initial combinations described above.

~~1.1.4 **Bell Atlantic Operator Services Trunks**~~

~~1.1.4.1 The Parties shall make available to each other trunks to connect the originating Party's Switch to the other Party's Operator Service center for operator assisted Line Status Verification Verification and Call Interrupt.~~

~~1.1.4.2 For traffic from the Bell Atlantic network to MCIm for Operator Services, Bell Atlantic shall provide one trunk group per NPA served by Bell Atlantic.~~

~~1.1.4.3 Bell Atlantic shall provide such trunks as one way trunks from the Bell Atlantic network to the MCIm network.~~

1.2.4 Unless otherwise agreed to, each Party shall deliver all traffic destined to terminate at either Party's Switch in accordance with the serving arrangements defined in this Agreement and the LERG.

~~1.1.5 Bell Atlantic shall make available to MCIm trunks to connect MCIm's Switch to Bell Atlantic's Directory Assistance center in instances where MCIm is purchasing Bell Atlantic's Directory Assistance service.~~

1.2.5 Other than the reciprocal compensation arrangements set forth in this Agreement, neither Party may charge the other Party for use of Local Interconnection Trunk Groups. For instance, but not limited to, neither Party may charge the other Party installation charges or monthly recurring charges for the use of Local Interconnection Trunk Groups.

1.~~1~~2.6 It is recognized by the Parties that there is no technical requirement to segregate local and toll traffic from MCIm to Bell Atlantic, or from Bell Atlantic to MCIm.~~ ~~provided that the classification of the traffic can reliably be identified by the Parties in accordance with the terms of Section 7.5 herein.~~

1.2.7 Sizing and Structure of Interconnection Trunks

1.2.7.1 The sizing of Interconnection trunks and Local Interconnection Trunk Groups provided by each Party will be based on mutual forecasts and sound engineering practice, as discussed by the Parties during planning and forecasting meetings. MCIm will determine the appropriate sizing for trunks and trunk groups based on these standards.

1.2.7.2 Unless otherwise indicated in this Agreement, trunks will be provisioned as one-way or two-way trunks as specified by MCIm.

1.3 Local Interconnection Trunking Arrangements

1.3.1 **LATA Wide Terminating Interconnection.** MCIm may elect LATA Wide Terminating Interconnection with Bell Atlantic. Under such an arrangement, the Parties will establish Local Interconnection Trunk Groups to a single Bell Atlantic Tandem designated by MCIm for the termination of all Local Interconnection Traffic destined for any Bell Atlantic office in that LATA.

1.3.2 **Tandem Level Terminating Interconnection.** MCIm may elect Tandem Level Terminating Interconnection with Bell Atlantic. Under such an arrangement, the Parties will establish Local Interconnection Trunk Groups to each Bell Atlantic Access Tandem in a LATA in which MCIm originates Local Interconnection Traffic and interconnects with Bell Atlantic.

1.3.3 In addition to the LATA Wide Terminating Interconnection and Tandem Level Terminating Interconnection arrangements described above, either Party may establish End Office-to-End Office or End Office-to-Tandem or Tandem-to-Tandem trunk groups. In the case of host-remote End Offices, trunking arrangements may be established at the location of the host or the remote, at MCIm's option.

1.3.4 Where the Parties deliver miscellaneous calls (i.e., time, weather, NPA-555, Mass Calling Codes) destined for each other over the Local Interconnection Trunk Groups, the Parties shall deliver such traffic in accordance with the serving arrangements defined in the LERG.

1.3.5 N11 codes (e.g., 311, 411, 611, & 911) will not be sent between MCIm's and Bell Atlantic's network over Local Interconnection Trunk Groups.

1.3.6 Local Interconnection Trunk Groups (at MCIm's option) must be capable of operating as two-way trunks carrying traffic to and from MCIm and to and from Bell Atlantic.

1.4 Meet Point Trunking Arrangements

1.4.1 The Parties shall establish two-way trunk groups for the joint provisioning of Feature Group B and Feature Group D ("FGB and FGD") Switched Access services ("Meet Point Interconnection Trunk Groups").

1.4.2 Meet Point Interconnection Trunk Groups will be established between MCIm's Switch and Bell Atlantic's Access Tandem. The Parties will establish separate trunk groups to each Bell Atlantic Access Tandem under which MCIm's NXXs home using DS-1 or DS-3 facilities separate from those used for Local Interconnection Trunk Groups.

1.4.3 Bell Atlantic shall, except in instances of capacity limitations, permit and enable MCIm to subtend the Bell Atlantic Access Tandem nearest to the MCIm rating point associated with the NPA-NXX to/from which the Meet Point services are homed. In instances of capacity limitation at a given Access Tandem, MCIm may subtend the next nearest Bell Atlantic Access Tandem in which sufficient capacity is available. The Meet Point billing percentages for each new rating point/Access Tandem pair will be calculated in accordance with MECAB and MECOD guidelines.

1.4.4 Common Channel Signaling "CCS" will ordinarily be utilized in conjunction with Meet Point Interconnection Trunk Groups; except that multifrequency ("MF") signaling may be used on a separate Meet Point Interconnection Trunk Group for originating or terminating FGB or FGD access due to equipment constraints or to complete originating calls to Switched Access customers that use MF FGD signaling protocol. MF and CCS Trunk Groups will not be provided within a DS-1 facility; a separate DS-1 per signaling type must be used.

1.4.5 All originating Toll Free Service calls for which MCIm performs the Service Switching Point ("SSP") function (e.g., performs the database query) must be delivered over a Meet Point Trunk Group. MCIm will provide the Carrier Identification Code ("CIC") and Automatic Number Identification ("ANI") for these calls. Bell Atlantic will hand such calls off to the appropriate 800 service provider. In the alternative, all originating Toll Free Service calls for which MCIm requests that the Bell Atlantic perform the SSP function (e.g., perform the database query) on behalf of the 800 service provider must be delivered over a Meet Point Trunk Group. MCIm will send the unqueried call over the Meet Point Trunk Group without the Carrier Identification Code ("CIC") for Bell Atlantic to perform query and hand off to the appropriate 800 service provider.

1.4.6 All post-query Toll Free Service calls for which MCIm performs the SSP function, if delivered to Bell Atlantic, must be delivered using GR-394 format over a Meet Point Interconnection Trunk Group for calls destined to the Toll Free Service provider.

1.4.7 Originating FGB calls delivered to Bell Atlantic's Tandem must use GR-317 signaling format unless the associated FGB carrier employs GR-394 signaling for its FGB traffic at the serving Access Tandem.

1.4.8 Combination Interconnection Trunk Groups

1.4.8.1 At MCIm's request, the Parties agree to work cooperatively to combine all functionalities of Local Interconnection and Meet Point Trunk Groups on a single Interconnection trunk group ("Combination Interconnection Trunk Group").

1.4.8.2 Whenever the use of Combination Interconnection Trunk Groups is determined to be feasible, and ordering and billing procedures have been established:

1.4.8.2.1 Any new trunk groups may be ordered using the Combination Interconnection Trunk Group option; and

1.4.8.2.2 The Parties will work together in good faith to complete the conversion from the use of separate Local Interconnection Trunk Groups and Meet Point Trunk Groups to the use of Combination Interconnection Trunk Groups within six months after that time.

1.5 911 Trunking Arrangements

1.5.1 The Parties agree to provide access to 911/E911 in a manner that is transparent to the Parties' customers. The Parties will work together to facilitate the prompt, reliable, and efficient interconnection of MCIm's systems to Bell Atlantic's 911/E911 platforms, with a level of performance that will provide at least the same grade of service as that which Bell Atlantic provides to itself, its customers, subsidiaries, Affiliates, or any third party.

1.5.2 The Parties shall establish a minimum of two dedicated trunks from MCIm's Central Office to each Bell Atlantic 911/E911 selective router (i.e., 911 Tandem Office) that serves the areas in which MCIm provides Exchange Service, for the provision of 911/E911 services and for access to all subtending PSAPs ("911 Interconnection Trunk Groups"). Bell Atlantic shall provide the number of 911/Interconnection Trunk Groups as may be ordered by MCIm.

1.5.3 911 Interconnection Trunk Groups must be, at a minimum, DS-0 level trunks configured as a 2-wire analog interface or as part of a digital (1.544 Mbps) interface. Either configuration must use Centralized Automatic Message Accounting "CAMA" type signaling with MF tones that will deliver Automatic Number Identification "ANI" with the voice portion of the call, unless the

911/E911 selective router is SS7 capable, in which case MCIm may require SS7 signaling. All 911 Interconnection Trunk Groups must be capable of transmitting and receiving Baudot code necessary to support the use of Telecommunications Devices for the Deaf ("TTY/TDD"s).

1.5.4 911 Interconnection Trunking Groups must be arranged to minimize the likelihood of Central Office isolation due to cable cuts or other equipment failures. Where there is an alternate means of transmitting a 911/E911 call to a PSAP in the event of failures, Bell Atlantic shall make that alternate means available to MCIm. Bell Atlantic shall assign 911 Interconnection Trunk Groups on diverse interoffice facilities where diverse routes are already available or planned. Circuits must have interoffice, loop, and carrier system diversity when this diversity can be achieved using existing facilities. Circuits will be divided as equally as possible across available carrier systems. Bell Atlantic shall periodically review the circuit design to ensure that the diverse routing is maintained and rectify any diversity inconsistencies or problems. At MCIm's option, diversity will be upgraded to utilize the highest level of diversity available in the network.

1.5.5 Bell Atlantic shall provide the selective routing of 911/E911 calls received from MCIm's Central Office. This includes forwarding MCIm's customers' ANIs and the selective routing of the call to the appropriate PSAP. Bell Atlantic shall provide MCIm with the appropriate CLLI codes and specifications regarding the selective router serving area, the 10-digit number of each PSAP, associated addresses, and meet points in the network.

1.5.6 Bell Atlantic shall provide for overflow 911/E911 traffic to be routed to the Bell Atlantic Operator Services platform or, at MCIm's discretion, directly to MCIm Operator Services platform.

1.5.6.1 Bell Atlantic shall provide the 10-digit overflow/alternate number used by the local PSAP, if available.

1.5.7 Bell Atlantic shall provide MCIm with copies of selective routing boundary maps showing the boundaries around the outside of the set of exchange areas or Rate Centers served by a selective router. Bell Atlantic shall also provide detailed written descriptions of, but not limited to, the following information upon MCIm's request:

1.5.7.1 Geographic boundaries of government entities, PSAPs and exchanges, as necessary.

1.5.7.2 Bell Atlantic's Rate Centers and exchanges.

1.5.7.3 Documentation showing the correlation of Bell Atlantic's Rate Centers to its 911/E911 Tandems.

1.5.7.4 Technical specifications for network interface, database loading and maintenance.

1.5.8 Bell Atlantic shall continuously monitor equipment and circuits used for 911/E911 traffic. Monitoring of circuits must be done to the individual trunk level. Monitoring must be conducted by Bell Atlantic for trunks between the selective router and all associated PSAPs.

1.5.9 Bell Atlantic shall begin restoration of E911 or E911 trunking facilities immediately upon notification of failure or outage. Bell Atlantic must provide priority restoration of 911 Interconnection Trunks and networks outages on the same terms and conditions it provides itself and without the imposition of Telecommunications Service Priority ("TSP"). MCIm will be responsible for the isolation, coordination, and restoration of all 911 network maintenance problems to the MCIm demarcation (e.g., collocation). Bell Atlantic will be responsible for the coordination and restoration of all 911 network maintenance problems beyond the demarcation (e.g. collocation). MCIm is responsible for advising Bell Atlantic of the circuit identification when notifying Bell Atlantic of a failure or outage. The Parties agree to work cooperatively and expeditiously to resolve any 911/E911 outage. Bell Atlantic will refer network trouble to MCIm if no defect is found in Bell Atlantic's network. The Parties agree that 911/E911 network problem resolution will be managed in an expeditious manner at all times.

1.5.10 Bell Atlantic shall begin repair service immediately upon report of a malfunction. Repair service includes, but is not limited to, testing and diagnostic service from a remote location and dispatch of or in-person visit(s) of personnel. Where an on-site technician is determined to be required, a technician will be dispatched without delay.

1.5.11 Each ALI discrepancy report shall be jointly researched by Bell Atlantic and MCIm. Corrective action shall be taken promptly by the responsible Party.

1.5.12 Subject to mutual agreement, Bell Atlantic shall provide MCIm with written technical specifications for network interfaces, and technical specifications for database loading and maintenance pursuant to NENA Standards.

1.5.13 Bell Atlantic shall identify special routing arrangements to complete 911 calls.

1.5.14 Bell Atlantic shall identify any special operator-assisted calling requirements to support 911.

1.6 Operator Services Trunking Arrangements

1.6.1 Where MCIm purchases unbundled Operator Services from Bell Atlantic, the Parties will establish separate trunk groups from MCIm's Switch to Bell Atlantic's operator switch ("Operator Services Trunk Groups").

1.6.2 When Bell Atlantic's operator is under contract to verify MCIm's End User Loop, Bell Atlantic will utilize a separate one-way trunk group using MF signaling from Bell Atlantic's Access Tandem to MCIm's Switch.

1.6.3 If MCIm does not purchase unbundled Operator Services from Bell Atlantic, the Parties may interconnect for the purposes of inward operator assistance as follows:

1.6.3.1 MCIm may route calls requiring inward operator assistance through its designated IXC Point of Presence "POP" to Bell Atlantic's operator switch. Bell Atlantic shall route its calls requiring inward operator assistance to MCIm's designated operator switch through its designated IXC POP.

1.6.3.2 The Parties may establish a separate two-way trunk group per LATA from MCIm's Switch to Bell Atlantic's operator switch utilizing MF signaling.

1.6.4 If MCIm does not purchase unbundled Operator Services from Bell Atlantic, the Parties shall exchange Busy Line Verify/Busy Line Verify Interrupt "BLV/BLVI" inquiries between operator bureaus over Local Interconnection Trunk Groups using network-routable access codes published in the LERG.

1.7 Directory Assistance Trunking Arrangements

1.7.1 Where MCIm purchases unbundled Directory Assistance service from Bell Atlantic, the Parties will establish separate trunk groups from MCIm's Switch to Bell Atlantic's Directory Assistance platform ("Directory Assistance Trunk Groups"); or route Directory Assistance traffic over the Local Interconnection Trunk Group using NPA 555-1212, at MCIm's option.

1.7.2 Where MCIm purchases Express Call Completion ("ECC") service in conjunction with Directory Assistance service, or Operator Assistance service (O+, O-) from Bell Atlantic, the Parties will establish a separate one-way outgoing-only trunk group using MF signaling from MCIm's Switch to Bell Atlantic's operator switch. Bell Atlantic shall provide MCIm with the customer billing records necessary for MCIm to bill its customers for these calls.

~~1.2 Interconnection Point~~

~~1.2.1 **Definitions**~~

~~1.2.1.1 "Interconnection Point" or "IP" means the switching, Wire Center, or other similar network node in a Party's network at which such Party accepts Local Traffic from the other Party. Bell Atlantic IPs include any Bell Atlantic End Office, for the delivery of traffic terminated to numbers served out of that End Office, and or any Bell Atlantic access Tandem Office, for the delivery of traffic to numbers served out of any Bell Atlantic End Office that subtends that access Tandem Office. MCIm IPs include any MCIm Switch, for the delivery of traffic terminated to numbers served out of that Switch.~~

~~1.2.1.2 "Point of Interconnection" or "POI" means the physical point that establishes the technical interface, the test point, and the operational responsibility hand-off between the Parties for the Local Interconnection of their networks. Unless otherwise mutually agreed, MCIm will be responsible for engineering and maintaining its network on its side of the POI and Bell Atlantic will be responsible for engineering and maintaining its network on its side of the POI.~~

~~1.2.2 MCIm shall establish at Technically Feasible points in Bell Atlantic's network at least one POI in each of the LATAs in which MCIm originates local traffic and interconnects with Bell Atlantic; provided that Bell Atlantic may request relief from the Commission if Bell Atlantic reasonably believes that MCIm has manipulated the designation of POIs in order to maximize the transport revenues Bell Atlantic must pay to MCIm. The Party delivering traffic to the other Party's IP(s) shall do so by purchasing from the other Party transport between the POI(s) and the IP(s), if necessary. MCIm shall deliver traffic to at least one IP in each Bell Atlantic access tandem serving area to which its end users have local calling; provided, however, that if MCIm delivers traffic to only one IP in an access tandem serving area, the IP shall be the access tandem. Bell Atlantic shall deliver traffic to at least one MCIm IP in each LATA.~~

~~1.2.2.1 If and when the Parties choose to interconnect at a fiber optic mid-span meet, MCIm and Bell Atlantic will mutually agree on the technical, operational and compensation issues associated with each specific mid-span meet implemented, and jointly provision the fiber optic facilities that connect the two networks in accordance with such agreement.~~

~~1.2.2.2 In response to a Party's request for any POI, the other Party shall provide any information in its possession or control regarding the environmental conditions of those POIs whose location is within its possession or control. The Party controlling the POI shall notify the requesting Party of any hazardous environmental conditions of the POI.~~

~~including the existence and condition of asbestos, lead paint, hazardous substance contamination, and the like. The Party controlling the POI shall respond to any such request within ten (10) business days for manned sites and within no more than thirty (30) calendar days for unmanned sites.~~

~~1.2.2.3 The Party controlling a POI shall allow the requesting Party to perform at reasonable hours, reasonable environmental site investigations, including, but not limited to, asbestos surveys, that the requesting Party deems to be necessary in support of its interconnection needs.~~

~~1.2.2.4 If interconnection is complicated by the presence of environmental contamination or hazardous materials, and an alternative route is available within the space controlled by the Party controlling an POI, then such Party shall make such alternative route available for the requesting Party's consideration.~~

1.8 Two-Way Trunk Groups.

1.8.1 Bell Atlantic shall provide all two-way trunk groups in accordance with, and subject to, the terms and provisions of this Agreement. A two-way trunk group shall be installed from a Bell Atlantic End Office or a Bell Atlantic Tandem to a point of Interconnection specified by MCIm. Two-way trunk groups must have SS7 CCS with B8ZS and Extended Super Frame, where available. Two-way trunk groups between the Bell Atlantic Tandems which Bell Atlantic has designated as access Tandems must be engineered using a design-blocking objective of Neal Wilkenson B.005. Two-way trunk groups between the Bell Atlantic Tandems which Bell Atlantic has designated as local Tandems must be engineered using a design-blocking objective of Neal Wilkenson B.01. Two-way trunk groups may not exceed applicable blocking design objectives for three (3) consecutive calendar study months, and MCIm shall be solely responsible for maintaining such objectives once the Parties begin exchanging DIXC data on such trunk groups. Notwithstanding any other term or provision of this Attachment IV, the Parties may, at MCIm's discretion, transmit Local Traffic, IntraLATA and InterLATA Toll Traffic via two-way trunk groups. The Parties may use either SONET OCn transmissions or the conventional DS1 or DS3 interface at the point of Interconnection for two-way trunk groups, and DS3 interfaces shall include a 3/1 multiplexer.

1.8.2 **Ordering.** Subject to the other terms and provisions of this Agreement, MCIm shall be solely responsible for determining the number of two-way trunk groups that Bell Atlantic should provide and for ordering those trunk groups from Bell Atlantic. Each order by MCIm for two-way trunk groups shall be in the form of an Access Service Request (an "ASR"). The ASR will set forth the number of two-way trunk groups ordered and the dates by which MCIm would like Bell

Atlantic to install the trunk groups; provided, however, that, notwithstanding anything else set forth in this Agreement, standard intervals established by Bell Atlantic or other intervals agreed upon by the Parties in writing shall govern Bell Atlantic's provisioning of two-way trunk groups. MCIm shall complete and submit ASRs in accordance with, and subject to, OBF guidelines, as in effect and amended, modified or revised from time to time. As MCIm is the ordering Party, MCIm solely will assume the Control Office function for the two-way trunk group circuits, and Bell Atlantic will not control the sizing of two-way trunk groups. If blocking on a two-way trunk group exceeds the applicable design-blocking objective set forth in Section 1.8 of this Attachment, Bell Atlantic may, but is not obligated to, submit to a Trunk Group Service Request to MCIm requesting that MCIm remedy the problem.

1.8.3 **Exchange of Information and Agreement.** Upon the request of either Party, the Parties shall hold a joint planning meeting. At the joint planning meeting, (a) each Party shall provide to the other Party CCS information for traffic originated by the providing Party, (b) the Parties shall agree on the initial number of two-way trunk groups that Bell Atlantic should install and the interface specifications at the point or points of Interconnection for such trunks and (c) subject to mutual agreement, the Parties shall establish project intervals and a conversion process by which MCIm may request that Bell Atlantic convert existing one-way trunk groups to two-way trunk groups.

1.8.4 **Planning Meetings.** The Parties shall meet (by telephone or in person) from time to time, as they deem necessary, to review the amounts of traffic exchanged between the Parties via two-way trunk groups and to determine, based on that data, whether or not MCIm should order, and Bell Atlantic should install, additional two-way trunk groups.

1.8.5 **Forecasts.**

1.8.5.1 The Parties shall provide a good faith forecast of the number of two-way trunk groups that the Parties expect to require during the two-year period that follows the date of such forecast (such forecast, a "Two-Way Trunk Group Forecast"). Each Two-Way Trunk Group Forecast shall include:

1.8.5.1.1 Yearly forecasted trunk quantities to each Bell Atlantic End Office and Tandem affected by the exchange of traffic between the Parties, Access Carrier Terminal Location ("ACTL"), interface type (*e.g.*, DS1), and trunks in service each year (cumulative);

1.8.5.1.2 The use of A location/Z location Common Language Location Identifier, which are described in Bellcore documents BR 795-100-100 and BR 795-400-100; and

1.8.5.1.3 Descriptions of major network projects shall be provided in the forecasts. Major network projects include, but are not limited to, trunking or network rearrangements, shifts in anticipated traffic patterns, or other activities by the Parties that are reflected by a significant increase or decrease in trunking demand for the following forecasting period.

MCIm shall submit its first Two-Way Trunk Group Forecast to Bell Atlantic within thirty (30) days after the Effective Date and at the end of each six-month period thereafter. Bell Atlantic shall provide its forecast within 30 days after receipt of MCIm's forecast, and MCIm shall be solely responsible for the ultimate sizing of the trunk groups. Bell Atlantic shall be responsible for maintaining two-way trunk groups between Bell Atlantic End Offices, and MCIm switches shall be arranged to overflow traffic to the Bell Atlantic Trunk Groups between Bell Atlantic End Offices and Tandems. Bell Atlantic shall engineer these Trunk Groups using a design-blocking objective of Poisson P.005 from Bell Atlantic End Offices to Bell Atlantic Access Tandems and Poisson P.001 for Trunk Groups between Bell Atlantic End Offices and Tandems Bell Atlantic has designated as local Tandems. These trunk groups may not exceed the applicable blocking design objectives for three (3) consecutive calendar study months, and Bell Atlantic shall be solely responsible for maintaining such objectives. Bell Atlantic shall not be responsible for any delays in the provisioning of any two-way trunk groups ordered by MCIm that have not been forecasted by MCIm.

1.8.5.2 Upon the establishment of any new two-way trunk groups, and until the Parties are exchanging DIXC data on the two-way trunk group circuits, the Parties shall monitor and may either augment trunks or disconnect trunks based on the application of reasonable engineering criteria to the actual traffic volume experienced.

1.8.6 **End Office Trunks.** If the volume of traffic delivered by MCIm to Bell Atlantic via two-way trunk groups between a Bell Atlantic Tandem and a point of Interconnection in turn to a Bell Atlantic End Office which subtends such tandem exceeds 225,000 minutes of traffic per month, MCIm and Bell Atlantic shall mutually agree on a method to reroute this traffic or otherwise address this capacity issue, including, but not limited to, ordering two-way trunk groups from Bell Atlantic for installation between such End Office and point of Interconnection. The Parties shall deliver traffic to each other via two-way trunk groups in accordance with, and subject to, industry standards. This includes, but not be limited to, those industry standards which require that a call from a customer of the Party destined for the End Office of the other Party shall be

routed to two-way trunk groups connected to that End Office, unless such call experiences blocking, in which case it shall be routed through a Tandem to reach that End Office.

1.8.7 **Utilization Levels.** If facilities between the Parties reach a utilization level of sixty percent (60%) based on an industry standard study period, the Parties shall commence building additional facilities to meet the forecasted growth. If a two-way trunk group between a Bell Atlantic Tandem and a point of Interconnection has a utilization level of less than sixty percent (60%) for three (3) consecutive months, MCIm shall submit an order to Bell Atlantic promptly to disconnect enough trunks to achieve a utilization level of sixty percent (60%), unless the Parties agree that such trunks should not be disconnected.

1.8.8 **Two-Way Trunk Group Charges.** The Parties shall bill each other for any two-way trunk groups provided. The recurring charges that each of the Parties shall pay shall are equal to the product of (a) the recurring charges set forth in Attachment I, Table 1 and (b) the Proportionate Percentage of Use or PPU. The nonrecurring charges that the Parties shall bill are equal to the product of (c) the nonrecurring charges set forth in Attachment I, Table 1 and (d) fifty percent (50%). During the three (3)-month period after the date on which the Parties install a two-way trunk group between the Parties' networks, the PPU shall be equal to fifty percent (50%). Thereafter, the Parties may continue to use the same PPU or they may recalculate the PPU at three (3)-month intervals. If the Parties choose to recalculate the PPU effective as of a particular date, the new PPU shall be equal to the quotient of (a) the minutes of traffic delivered by the requesting Party to the other Party via any two-way trunk groups during the three months (the "PPU Months") immediately preceding such date divided by (b) the sum of (i) the minutes of traffic delivered by the requesting Party to the other Party via such trunks during the PPU Months and (ii) the minutes of traffic delivered to the other Party by the requesting Party via such trunks during the PPU Months. In addition, an originating Party shall pay reciprocal compensation as set forth in Attachment I, to the receiving Party for the transport and termination of Local Traffic delivered by the originating Party to the receiving Party via two-way trunk groups at the rates set forth in Table 1 of Attachment I.

Section 2. Compensation Mechanisms

Compensation Mechanisms for the transport and termination of traffic is addressed in Attachment I, Section 4 *et seq.* of this Agreement.

~~2.1 Point of Interconnection~~

~~2.1.1 Each (originating) Party is responsible for bringing their traffic to a POI.~~

~~2.2 Compensation for Local Traffic Transport and Termination~~

~~2.2.1 The POI determines the point at which the originating carrier shall pay the terminating carrier for the Transport and Termination of local traffic. The following compensation elements shall apply:~~

~~2.2.1.1 "Transport," which includes the transmission of Local Traffic from the POI to the terminating carrier's IPs, and any necessary Tandem Switching, and any necessary transport between the terminating carrier's access Tandem Office and the terminating carrier's End Office Switch that directly serves the called end user.~~

~~2.2.1.2 "Termination," which includes the switching of Local Traffic at the terminating carrier's End Office Switch.~~

~~2.3 When an MCIm customer places a call to a Bell Atlantic customer, MCIm will hand off that call to Bell Atlantic at the POI. Conversely, when Bell Atlantic hands over Local Traffic to MCIm for MCIm to transport and terminate, Bell Atlantic must use an established POI.~~

~~2.4 MCIm may designate as its means of delivering traffic to a POI any Technically Feasible methods, including but not limited to, Collocation using electronic or manual cross connect points via a digital signal access point ("DSAP"), or mutually agreed mid-span meets. The transport and termination charges for Local Traffic delivered to POI shall be as follows:~~

~~2.4.1 When Local Traffic from MCIm is terminating on Bell Atlantic's network through the Bell Atlantic access Tandem Office IP, MCIm will pay Bell Atlantic transport charges from the POI to the Tandem Office for Dedicated Transport. Alternatively, MCIm may choose to collocate at the Bell Atlantic access Tandem Office and pay applicable Collocation and cross connect charges. MCIm may also choose to purchase Bell Atlantic Dedicated Transport from the POI to a Collocation site established by MCIm or a third Party at the Bell Atlantic access Tandem Office IP. MCIm shall also pay a charge for the tandem termination rate. The tandem termination rate includes Tandem Switching, Common Transport to the End Office, and End Office termination and will be charged at the rate set forth in Attachment I.~~

~~2.4.2 When Local Traffic from Bell Atlantic is terminating on MCIm's network through the POI, Bell Atlantic shall pay MCIm transport charges from the POI to the MCIm Switch for Dedicated Transport. This transport charge shall not exceed Bell Atlantic's equivalent charge. Bell Atlantic shall also pay a charge symmetrical to its own charges to MCIm for Tandem Switching, Tandem Office~~

~~to End Office transport, and End Office termination, provided that the MCIm Switch covers an area comparable to the Bell Atlantic access Tandem Office serving the same area. If the area covered by the MCIm Switch is comparable instead to the area of an End Office, Bell Atlantic shall not pay the charges for Tandem Switching or Tandem Office to End Office transport.~~

~~2.1.3 MCIm may choose to establish direct trunking to any given Bell Atlantic End Office from the POI. If MCIm leases trunks from Bell Atlantic, it shall pay charges for Dedicated Transport. For calls terminating from MCIm to subscribers served by these directly trunked end offices, MCIm shall also pay for Local Traffic termination at the End Office termination rate. For Bell Atlantic Local Traffic terminating to MCIm over the direct End Office trunking, compensation payable by Bell Atlantic shall be the same as that detailed in Section 2.1.2 above.~~

Section 3. Signaling

3.1 Signaling protocol. Unless otherwise indicated in this Agreement or specified by MCIm, ~~t~~The Parties will interconnect their networks using SS7 signaling as defined in Bellcore documents GR-905-CORE, Issue 1, March 1995, Bellcore Special Report SR-TSV-002275, BOC Notes on the LEC Networks-Signaling, Bellcore Generic Requirements GR-317, Issue 1, February 1994 and GR-394, Issue 1, February 1994, including ISDN User Part ("ISUP") for trunk signaling and Transaction Capabilities Application Part ("TCAP") for CCS-based features in the ~~i~~Interconnection of their networks. Either Party may establish CCS Interconnections either directly or through a third party.

3.2 The Parties will provide CCS to each other in conjunction with all trunk groups supporting intraLATA, local, transit, and toll traffic. CCS will not be provided in conjunction with trunk groups supporting Operator Services (Call Completion and Directory Assistance), 911, or where CCS has not been deployed by the originating carrier. The Parties will cooperate on the exchange of ~~Transactional Capabilities Application Part ("~~TCAP~~")~~ messages to facilitate full inter-operability of CCS-based features between their respective networks, including all CLASS features and functions, to the extent each carrier offers these features and functions to its own End Users. All CCS signaling parameters will be provided, including, but not limited to, Automatic Number Identification ("ANI"), originating line information ("OLI"), calling party category, Charge Number, *etc.* For terminating FGD, Bell Atlantic will pass CPN if it receives CPN from FGD carriers. All privacy indicators will be honored. Where available, the Parties will provide network signaling information such as Transit Network Selection ("TNS") parameter, Carrier Identification Codes ("CIC"), (CCS platform) and CIC/OZZ information (non-CCS environment) at no charge ~~will be provided by either Party~~ wherever ~~such~~ this information is needed for call routing or billing. The Parties will generally conform to OBF adopted guidelines pertaining to TNS and CIC/OZZ codes in accordance with Section 15.4 of Part A.

3.3 Refer to Attachment III, Section 11 for detailed terms of SS7 Network Interconnection.

3.4 Unless otherwise indicated in this Agreement, ~~Standard~~ all interconnection facilities shall be 64Kbps Clear Channel Capability (CCC) and Extended Super Frame with Bipolar 8 Zero Substition line coding ("ESF ~~with~~ B8ZS") ~~line code~~. Where ESF-B8ZS is not ~~available~~ Technically Feasible, ~~both Parties will~~ MCIm may agree to use other interconnection protocols on an interim basis until the standard ESF-B8ZS is available. For those areas not currently ESF B8ZS compatible, ~~specific arrangements not deployed as ESF B8ZS.~~ Bell Atlantic will provide anticipated dates of ESF-B8ZS availability. ~~for these facilities.~~

3.4.1 Where MCIm is unwilling to utilize an alternate ~~I~~interconnection protocol, ~~MCIm will provide Bell Atlantic with a request for 64 Kbps Clear Channel Capability ("64K CCC") trunk quantities consistent with the quarterly forecasting agreements between the Parties pursuant to Section 8.3. Upon receipt of this request.~~ the Parties will begin joint planning for the engineering, procurement, and installation of ~~the~~ segregated 64K CCC ~~Local Interconnection Trunk~~ Groups~~.~~ and ~~the~~ associated ~~B8ZS Extended Super Frame ("ESF")~~ ESF B8ZS facilities~~.~~ for the ~~sole~~ purpose of transmitting 64K CCC data calls between MCIm and Bell Atlantic. Where additional equipment ~~or network rearrangements are~~ is required, ~~such~~ this equipment ~~and rearrangements~~ will be obtained, engineered~~,~~ and installed~~, and performed~~ on the same basis and with the same intervals as any similar growth job ~~subscriber specific special construction jobs~~ for IXC~~s~~, CLEC~~s~~, or Bell Atlantic internal ~~subscriber~~ customer demand for 64K CCC trunks. Such equipment ~~and rearrangements~~ shall be charged at Commission-approved, applicable special construction rates. Should the foregoing not be adequate, MCIm may invoke the BFR process. Where Technically Feasible and mutually agreed, these trunks will be established as two-way.

Section 4. Network Servicing

4.1 Trunk Forecasting

4.1.1 The Parties shall work toward the development of joint non-binding ~~their~~ forecasting responsibilities for traffic utilization over trunk groups. Bell Atlantic shall accommodate all orders for trunks within forecast. Bell Atlantic shall reimburse MCIm for any lost revenue associated with their failure to provision trunks within forecast within the standard intervals set forth in this Agreement. Orders for trunks that exceed forecasted quantities for forecasted locations will be accommodated as facilities ~~and~~ or equipment ~~are~~ become available. Parties shall make all reasonable efforts and cooperate in good faith to develop alternative solutions to accommodate orders when facilities are not available. Intercompany forecast information must be provided by each Party to the other ~~MCIm to Bell Atlantic~~ on a quarterly basis. The forecasts shall include:

4.1.1.1 Yearly forecasted trunk quantities to each of Bell Atlantic's End Offices and access Tandem Office(s) affected by the exchange of traffic (which include measurements that reflect actual Tandem and End Office Local Interconnection and meet point trunks and tandem-subtending Local Interconnection End Office equivalent trunk requirements for no more than two years (current plus one year)) by traffic type (local/toll, operator services, 911, etc.), Access Carrier Terminal Location ("ACTL"), interface type (*e.g.*, DS1), and trunks in service each year (cumulative);

4.1.1.2 The use of A location/Z location Common Language Location Identifier ("CLLI-MSG"), which are described in Bellcore documents BR 795-100-100 and BR 795-400-100; and

4.1.1.3 Descriptions of major network projects that affect the other Party will be provided in the forecasts. Major network projects include, but are not limited to, trunking or network rearrangements, shifts in anticipated traffic patterns, or other activities by either Party that are reflected by a significant increase or decrease in trunking demand for the following forecasting period.

4.1.2 Parties shall meet to review and reconcile their forecasts if forecasts vary significantly.

4.1.2.1 Because each Party's trunking requirements will, at least during an initial period, be dependent on the subscriber segments to whom MCIm decides to market its services, Bell Atlantic will be largely dependent on MCIm to provide accurate trunk forecasts for both inbound (from Bell Atlantic) and outbound (from MCIm) traffic. Bell Atlantic will, as an initial matter, and upon receipt of a forecast from MCIm, order a sufficient number of trunks from MCIm for Local Traffic and intraLATA toll, to MCIm from Bell Atlantic, to handle the traffic forecast. Upon the establishment of any new set of trunks for traffic, each Party will monitor traffic for up to ninety (90) days, and will, as necessary, either augment trunks or disconnect trunks, based on the application of reasonable engineering criteria to the actual traffic volume experienced. If, after such ninety (90) day period, either Party has determined that the trunks are not warranted by actual traffic volumes, then, it shall inform the other in writing. Thereafter, within ten (10) business days of receipt of the written notice, the Party receiving notice shall inform the other Party of whether it desires to keep in operation any unused trunk. ~~Each Party may hold the other financially responsible for such trunks, installed at the request of the other Party, retroactive to the start of the ninety (90) day period until such time as they are justified by actual traffic volumes, based on the application of reasonable engineering criteria.~~

4.1.3 Each Party shall provide a specified point of contact for planning, forecasting, and trunk servicing purposes.

4.1.4 Trunking can be established to Tandem or End Offices or a Combination Class 5/Class 4 via either one-way or two-way trunks in accordance with the standards set forth in Section 1 above. Trunking will be at the DS-0 level, DS-1 level, or higher, as mutually agreed in accordance with the standards set forth in Section 1 of this Attachment. Initial trunking will be established between the MCIm switching centers and Bell Atlantic's access Tandem Office(s). The Parties may use direct End Office trunking for their traffic when deemed appropriate. Requests for direct End Office trunking will not be unreasonably denied.

4.2 Grade of Service

4.2.1 Unless otherwise specified in this Attachment IV, ~~A~~all Interconnection trunking must be engineered to a blocking standard of one percent (~~.0~~1%) during the ~~average~~ peak busy hour, as defined by each Party's standards. ~~for final trunk groups between MCIm and Bell Atlantic shall be maintained.~~

4.3 Trunk Servicing

4.3.1 Unless otherwise specified in this Attachment IV, ~~O~~orders between the Parties to establish, add, change or disconnect trunks shall be processed by use of an Interconnection Service Request ("ISR") for MCIm orders to Bell Atlantic, or an Access Service Request ("ASR"), or ~~an~~other request format as specified by MCIm for Bell Atlantic orders to MCIm. ~~industry standard eventually adopted to replace the ASR for local service ordering.~~

4.3.2 As discussed in this Agreement, both Parties will manage the capacity of their Local Interconnection Trunk Groups. Bell Atlantic will issue an ASR to MCIm to trigger changes Bell Atlantic desires to the Bell Atlantic Local Interconnection Trunk Groups based on Bell Atlantic's capacity assessment. MCIm will issue an ~~A~~ISR to Bell Atlantic to trigger changes MCIm desires to the MCIm Local Interconnection Trunk Groups based on MCIm's capacity assessment.

4.3.3 The standard interval used for the provisioning of local interconnection trunk groups shall be ten (10) business days for orders of fewer than ninety-six (96) DS-0 trunks. Orders beyond this amount shall be determined on an individual case basis. Where feasible, Bell Atlantic will expedite installation, upon MCIm's request.

4.3.4 Orders that comprise a major project ~~that directly impacts the other Party~~ must~~s~~ be submitted at the same time, and their implementation ~~sh~~will be jointly planned and coordinated. Major projects are unusual or extraordinary projects ~~these~~ that require the coordination and execution of multiple orders or related activities between and among Bell Atlantic and MCIm work groups, including, but not limited to, the initial establishment of Local Interconnection Trunk Groups or Meet Point ~~T~~Trunk ~~G~~Groups and service in an area, NXX code moves, re-homes, facility grooming, or network rearrangements. Unless otherwise agreed, major projects will be provisioned within the same time frames as other orders.

4.3.5 MCIm and Bell Atlantic agree to exchange escalation lists which reflect contact personnel including vice president-level officers. These lists shall include name, department, title, phone number, and fax number for each person. MCIm and Bell Atlantic agree to exchange an up-to-date list promptly following changes in personnel or information.

4.3.6 The Parties shall cooperate with each other to test all trunks prior to turn up.

Section 5. Network Management

5.1 **Protective Protocols**

5.1.1 Either Party may use protective network traffic management controls such as 3, 7, ~~-digit~~ and 10- digit code gaps on traffic toward each~~the~~ other's ~~Party's~~ network, when required to protect the public switched network from congestion due to facility failures, Switch congestion or failure, or focused overload. MCIm and Bell Atlantic ~~wi~~shall immediately notify each other of any protective control action planned or executed.

5.2 **Expansive Protocols**

5.2.1 Where the capability exists, originating or terminating traffic reroutes may be implemented by either Party to temporarily relieve network congestion due to facility failures or abnormal calling patterns. Reroutes will not be used to circumvent normal trunk servicing. ~~Expansive controls will only be used when mutually agreed to by the Parties.~~

5.3 **Mass Calling**

5.3.1 MCIm and Bell Atlantic shall cooperate and share pre-planning information~~, where available,~~ regarding cross-network call-ins expected to generate large or focused temporary increases in call volumes, to prevent or mitigate the impact of these events on the public switched network.

5.4 High Volume Calling Trunk Groups

5.4.1 The Parties will cooperate to establish separate trunk groups for the completion of calls to high volume customers, such as radio contest lines.

Section 6. Line Status Verification And Verification With Call Interruption

6.1 Each Party shall offer Line Status Verification ("LSV") and Verification and Call Interrupt ("VCI") services to enable its subscribers to verify and/or interrupt calls of the receiving Party's subscribers. The receiving Party shall accept and respond to LSV and VCI requests from the operator bureau of the originating Party, provided that the originating Party has ordered the requisite underlying LSV/VCI service from the receiving Party.

6.2 The receiving Party operator shall only verify the status of the line or interrupt the line to inform the called Party that there is a call waiting. The receiving Party operator will not complete the telephone call of the subscriber initiating the LSV/VCI request. The receiving Party operator will only make one LSV/VCI attempt per subscriber operator bureau telephone call, and the applicable charges apply whether or not the called Party releases the line.

6.3 Each Party's operator bureau shall accept LSV and VCI inquiries from the operator bureau of the other Party in order to allow transparent provision of LSV/VCI traffic between the Parties' networks.

6.4 Each Party shall route LSV/VCI traffic inquiries over separate direct trunks (and not the local/intraLATA/interLATA trunks) established between the Parties' respective operator bureaus. Each Party shall offer interconnection for LSV/VCI traffic at its Operator Services tandem office or other mutually agreed point in the LATA. Separate LSV/VCI trunks will be directed to the Operator Services tandem office designated by the receiving Party. The originating Party shall outpulse the appropriate NPA, ATC Code, and Routing Code (operator code) to the receiving Party.

6.5 When a LSV/VCI request for a ported number is directed to either Party's operator and the query is not successful (*i.e.*, the request yields an abnormal result), the operator shall confirm whether the number has been ported and shall direct the request to the appropriate operator. The Parties shall work cooperatively to develop this process, which does not exist as of the Effective Date.

6.6 Compensation: Each Party shall charge the other Party for LSV and VCI at rates specified in Attachment I.

Section 7. Usage Measurement

7.1 Each Party shall calculate terminating interconnection minutes of use based on standard Automatic Message Accounting ("AMA") recordings made within each Party's

network, these recordings being necessary for each Party to generate bills to the other Party.

7.2 Measurement of minutes of use over Local Interconnection Trunk Groups shall be in actual conversation seconds. The total conversation seconds over each individual Local Interconnection Trunk Group will be totaled for the entire monthly bill-round and then rounded to the next whole minute.

7.3 For billing purposes, each Party shall pass Calling Party Number ("CPN") information on each call carried over the traffic exchange trunks at such time as the originating Switch is equipped for SS7 and from all switches no later than December 31, 1998. At such time as either Party has the ability, as the Party receiving the traffic, to use such CPN information to classify on an automated basis traffic delivered by the other Party as either Local Traffic or toll traffic, such receiving Party shall bill the originating Party the Local Traffic termination rates, intrastate Exchange Access rates, or interstate Exchange Access rates applicable to each minute of traffic for which CPN is passed, as provided in Attachment I and applicable Tariffs.

7.4 If, under the circumstances set forth in Section 7.3, the originating Party does not pass CPN on up to ten percent (10%) of calls, the receiving Party shall bill the originating Party the Local Traffic termination rates, intrastate Exchange Access rates, intrastate/interstate transit traffic rates, or interstate Exchange Access rates applicable to each minute of traffic, as provided in Attachment I and applicable Tariffs, for which CPN is passed. For the remaining up to ten percent (10%) of calls without CPN information, the receiving Party shall bill the originating Party for such traffic at Local Traffic termination rates, intrastate Exchange Access rates, intrastate/interstate transit traffic rates, or interstate Exchange Access rates applicable to each minute of traffic, as provided in Attachment I and applicable Tariffs, in direct proportion to the minutes of use of calls passed with CPN information.

7.5 If the originating Party fails to pass CPN on more than ten percent (10%) of calls, ~~either Party may require that separate trunk groups for Local Traffic and toll traffic be established. If neither Party requests such separate trunk groups.~~ or if the receiving Party lacks the ability to use CPN information to classify on an automated basis traffic delivered by the other Party as either Local Traffic or toll traffic, ~~and the originating Party desires to combine Local Traffic and toll traffic on the same trunk group.~~ ~~it~~ the originating Party will supply an auditable Percent Local Usage ("PLU") report quarterly, based on the previous three months' traffic, and applicable to the following three months. If the originating Party also desires to combine interstate and intrastate toll traffic on the same trunk group, it will supply an auditable Percent Interstate Usage ("PIU") report quarterly, based on the previous three months' terminating traffic, and applicable to the following three months. In lieu of the foregoing PLU and/or PIU reports, the Parties may agree to provide and accept reasonable surrogate measures for an agreed-upon period.

7.6 Measurement of billing minutes for purposes of determining terminating compensation shall be in conversation seconds.

Section 8. Responsibilities of the Parties

8.1 Bell Atlantic and MCIm agree to treat each other fairly and nondiscriminatorily for all items included in this Agreement, or related to the support of items included in this Agreement.

8.2 ~~MCIm and Bell Atlantic agree to exchange such reports and or data as provided in this Attachment in Section 7 to facilitate the proper billing of traffic.~~ Either Party may request an audit of ~~such~~ usage reports on no fewer than ten (10) business days' written notice and any audit shall be accomplished during normal business hours at the office of the Party being audited. Such audit must be performed by a mutually agreed-to independent auditor paid for by the Party requesting the audit and may include review of the data described in Section 7 above. Such audits may be requested within six (6) months of having received the PLU factor and usage reports from the other Party.

8.3 MCIm and Bell Atlantic will review engineering requirements on a quarterly basis and establish forecasts for trunk and facilities utilization provided under this Agreement. Bell Atlantic and MCIm will work together to begin providing these forecasts within thirty (30) days from the Effective Date of this Agreement. New trunk groups will be implemented as dictated by engineering requirements for either Bell Atlantic or MCIm.

8.4 Unless otherwise mutually agreed for specific facility arrangements, the Parties shall share responsibility for all Control Office functions for Local Interconnection trunks and Trunk Groups, and both Parties shall share the overall coordination, installation, testing, and maintenance responsibilities for these trunks and trunk groups. MCIm is responsible for all Control Office functions for all other Interconnection trunks and trunk groups, and is responsible for the overall coordination, installation, testing, and maintenance responsibilities for these trunks and trunk groups. ~~Bell Atlantic shall be solely responsible for Control Office functions for local interconnection trunks and trunk groups that Bell Atlantic orders from MCIm. In addition, Bell Atlantic shall be solely responsible for the overall coordination, installation, and maintenance responsibilities for the trunks and trunk groups that MCIm orders from Bell Atlantic. The Parties shall agree upon the assignment of Control Office, coordination, installation, and maintenance responsibilities for shared interconnection trunks and for mid-span meet trunks at such time as the Parties agree to install each such facility.~~

8.5 MCIm and Bell Atlantic shall:

8.5.1 Provide trained personnel with adequate and compatible test equipment to work with each other's technicians.

8.5.2 Notify each other when there is any change affecting the service requested, including the due date.

8.5.3 Coordinate and schedule testing activities of their own personnel, and others as applicable, to ensure its interconnection trunks/trunk groups are installed per the interconnection order, meet agreed-upon acceptance test requirements, and are placed in service by the due date.

8.5.4 Perform sectionalization to determine if a trouble is located in its facility or its portion of the interconnection trunks prior to referring the trouble to each other.

8.5.5 Advise each other's Control Office if there is an equipment failure which may affect the interconnection trunks.

8.5.6 Provide each other with a trouble reporting/repair contact number that is readily accessible and available twenty-four (24) hours/seven (7) days a week. Any changes to this contact arrangement must be immediately provided to the other Party.

8.5.7 Provide to each other test-line numbers to enable testing of interconnection trunks.

8.5.8 Cooperatively plan and implement coordinated repair procedures for the meet point and local interconnection trunks and facilities to ensure trouble reports are resolved in a timely and appropriate manner.

Section 9. Reporting

9.1 Bell Atlantic shall provide monthly facility measurement reports to apprise MCIm of the adequacy of any Bell Atlantic facilities that could impact its Interconnection with MCIm. These reports will contain, at a minimum, all information Bell Atlantic reports for its own facilities including, but not limited to, facilities in jeopardy of exhaust and any planned construction of relief facilities.

9.2 Bell Atlantic shall provide monthly trunk group measurement reports for all trunk groups terminating in MCIm's network. These reports will contain, at a minimum, all information Bell Atlantic reports for its own trunk groups including, but not limited to, offered load and overflow associated with offered load (measured in centum call seconds), day-to-day variation, peakedness factor, the date of the last week in the study period and the number of valid days of measurement.

9.3 Bell Atlantic shall provide Data Interexchange Carrier (DIXC) traffic data for all trunk groups terminating in MCIm's network.

9.3.1 DIXC traffic data will include, but not be limited to, the following:

9.3.1.1 Usage (total usage measured in centum call seconds)

9.3.1.2 Peg Count (Peg count of originating call attempts including overflow)

9.3.1.3 Overflow (Peg count of originating call attempts failing to find an idle trunk)

9.3.1.4 Maintenance Usage (total maintenance usage measured in centum call seconds)

9.3.1.5 Maintenance Busy Counts (total count of trunks made maintenance busy)

9.3.2 DIXC traffic data shall be collected as follows:

9.3.2.1 Hourly on the clock hour

9.3.2.2 24 hours per day (0000-2400)

9.3.2.3 Seven days per week (including holidays)

9.3.2.4 52 weeks per year.

9.3.3 DIXC traffic data must be provided via CONNECT:Direct or File Transfer Protocol (FTP), as determined by MCIm, as it is collected.

9.4 Bell Atlantic shall provide any reports required in Attachment X, as required by that Attachment.

9.5 Bell Atlantic shall report any other information which might adversely impact its Interconnection with MCIm as soon as it becomes aware of this information.

10. *Third Party Transit Traffic*

10.1 IntraLATA traffic from third party LECs, CLECs, or CMRS providers will be routed over Local Interconnection Trunk Groups.

10.2 Bell Atlantic shall terminate all traffic destined to its network from third party LECs, CLECs, or CMRS providers in the LATA delivered to Bell Atlantic's network by MCIm.

10.3 Bell Atlantic shall pass all traffic delivered from MCIm destined to third party LECs, CLECs, or CMRS providers in the LATA.

10.4 Bell Atlantic shall pass all traffic delivered from third party LECs, CLECs, or CMRS providers in the LATA destined to MCIm's network or LECs, CLECs, or CMRS providers subtending MCIm's Switch.

10.5 **Tandem Transit Switching Rate.** When either Party uses the other Party's network to pass a local call to a third party LEC, CLEC, or CMRS provider, it shall pay a Tandem Transit Switching Rate equal to the tandem switching rate element set forth in Attachment 1.

10.6 **Transit Signaling.** MCIm may choose to route SS7 signaling information (e.g., ISUP, TCAP) from MCIm's signaling network to another CLEC's signaling network via Bell Atlantic's signaling network for the purpose of exchanging call processing/network information between MCIm and the other CLEC's network, whether or not Bell Atlantic has a trunk to the terminating switch, provided that, where Bell Atlantic does not have such a trunk, MCIm furnishes Bell Atlantic with:

10.6.1 the destination point codes ("DPCs") of all the CLEC switches to which it wishes to send transit signaling;

10.6.2 the identity of the STPs in Bell Atlantic's network in which each DPC will be translated; and

10.6.3 the identity of the STPs in the other signaling network to which such transit signaling will be sent.